

FEDERAL REGISTER

THE NATIONAL ARCHIVES
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1934

VOLUME I
NUMBER 153

Washington, Thursday, October 15, 1936

PRESIDENT OF THE UNITED STATES.

EXECUTIVE ORDER

INCREASING THE AMOUNTS AVAILABLE FOR PUBLIC PROJECTS UNDER CLAUSES (F) AND (G) OF THE EMERGENCY RELIEF APPROPRIATION ACT OF 1936

By virtue of and pursuant to the authority vested in me under the Emergency Relief Appropriation Act of 1936 (Title II, Public No. 739, 74th Congress), and in order to effectuate the purposes of the appropriation made by that Act, it is ordered (1) that the amount of \$85,500,000 specified in clause (f) of the second paragraph of the said Act, to be used for assistance for educational, professional, and clerical persons, be, and it is hereby, increased by \$12,825,000, this amount to be transferred from the amount specified in clause (b) of the said paragraph, and (2) that the amount of \$85,500,000 specified in clause (g) of the said paragraph, to be used for women's projects, be, and it is hereby, increased by \$12,825,000, this amount to be transferred from the amount specified in clause (d) of the said paragraph—so that the amounts available under the said Act for the several classes of public projects enumerated in the said paragraph shall be as follows:

(a) Highways, roads, and streets.....	\$413,250,000
(b) Public buildings.....	143,925,000
(c) Parks and other recreational facilities, including buildings therein.....	156,750,000
(d) Public utilities, including sewer systems, water supply and purification, airports, and other transportation facilities.....	158,175,000
(e) Flood control and other conservation.....	128,250,000
(f) Assistance for educational, professional, and clerical persons.....	98,325,000
(g) Women's projects.....	98,325,000
(h) Miscellaneous work projects.....	71,250,000
(i) National Youth Administration.....	71,250,000
(j) Rural rehabilitation, loans, and relief to farmers and livestock growers.....	85,500,000

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,
October 13, 1936

[No. 7469]

[F. R. Doc. 2920—Filed, October 14, 1936; 12:38 p. m.]

DEPARTMENT OF THE INTERIOR.

Division of Territories and Island Possessions.

[Freight Circular No. 68-N]

THE ALASKA RAILROAD—TRANSPORTATION DEPARTMENT

STATION CHANGES AND PREPAY REQUIREMENTS

ANCHORAGE, ALASKA,
September 10th, 1936.

To All Concerned:

Following are station changes effective this date except as shown:

Palmer ¹	Opened as Agency station.
Wasilla ¹	Opened as Agency station.
Colorado ¹	Freight shipments consigned to A. O. Wells, or W. E. Dunkle may be forwarded freight charges collect. Bills will be forwarded by Agent Broad Pass to Agent Anchorage for collection from W. E. Dunkle.
McKinley Park.....	Closed as Agency station effective September 17th, 1936. Freight shipments must be sent freight charges prepaid.
Suntrana ¹	Freight shipments consigned to Healy River Coal Co., may be sent freight charges collect.

Authority: Act March 12, 1914, and Executive Order No. 3861.

J. T. CUNNINGHAM,
Supt. of Transportation.

Confirmed: O. F. OHLSON,
General Manager.

[F. R. Doc. 2887—Filed, October 14, 1936; 9:31 a. m.]

[Supplement No. 1 to I. C. C. No. 116]

THE ALASKA RAILROAD

Supplement No. 1 to Joint Freight Tariff No. 36-B naming commodity rates on groceries and other articles from Seattle and Tacoma, Washington, to Anchorage, Alaska.

CANCELLATION NOTICE

Joint Freight Tariff No. 36-B, I. C. C. No. 116, is hereby cancelled. After date of cancellation the rates named in Joint Freight Tariff No. 5-C, I. C. C. No. 103, supplements thereto and successive issues thereof will apply.²

Issued September 12, 1936; effective October 15, 1936.

Authority: Act March 12, 1914, and Executive Order No. 3861.

Issued by:

O. F. OHLSON,
General Manager, Anchorage, Alaska.

[F. R. Doc. 2888—Filed, October 14, 1936; 9:31 a. m.]

DEPARTMENT OF AGRICULTURE.

Agricultural Adjustment Administration.

WR Bulletin 2—Idaho-1, Revised
Supplement (a)

Issued October 14, 1936

1936 AGRICULTURAL CONSERVATION PROGRAM—WESTERN REGION

BULLETIN NO. 2—IDAHO-1, REVISED—SUPPLEMENT (A)

Range-Building Practices

Pursuant to the authority vested in the Secretary of Agriculture under section 8 of the Soil Conservation and Domes-

¹ Reissue.

² Increase.



Published by the Division of the Federal Register, The National Archives, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. L. 500), under regulations prescribed by the Administrative Committee, with the approval of the President.

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tic Allotment Act, Western Region Bulletin No. 2, Idaho-1, Revised,¹ is supplemented as follows:

SECTION 1. Range-Building Practices and Rates of Payment.—In accordance with the provisions of section 2, part VII of Western Region Bulletin No. 1, Revised, payment will be made for the carrying out on range land in 1936 of range-building practices, as follows:

(a) *Contouring.*—A payment of 60 cents for each acre furrowed on the contour, furrows to be not less than 8 inches in width and 4 inches in depth, dammed at intervals of not more than 100 feet and constructed on slopes in excess of 2%, with intervals between furrows not more than 25 feet.

(b) *Water Developments.*—

(1) *Development of springs and seeps.*—A payment of \$50.00 will be made for digging out each spring or seep, protecting the source from trampling, and conveying the water, in a trough, or in a pipe not less than one inch in diameter, to a tank.

(2) *Earthen pits or reservoirs for holding run-off and impounding precipitation.*—A payment of 15 cents per cubic yard of fill or excavation will be made for constructing earthen pits or reservoirs with spillways adequate to prevent dams from washing out.

(3) *Wells.*—A payment of \$1.00 per linear foot will be made for the drilling or digging of wells, casing to be not less than 4 inches in diameter, provided a windmill or power pump is installed, and the water is piped to a tank or storage reservoir.

(c) *Water Spreading to Prevent Soil Washing.*—A payment will be made of 10 cents per 100 linear feet of permanent ditching constructed and maintained for the diversion of surface water to prevent soil washing, not including any temporary field ditching or any ditching primarily for purposes of irrigation, subsurface drainage or under-drainage, or primarily for any purpose other than the prevention of soil washing. (See Farmers' Bulletin No. 1606, *Farm Drainage*, published by the U. S. Department of Agriculture.)

(d) *Range Fences.*—A payment of 30 cents per rod will be made for the construction of three or more wire fences, with posts not more than 20 feet apart, with corner posts well braced and with wires tightly stretched.

(e) *Rodent Control.*—A payment for the destruction of at least ninety percent of the range-destroying rodents on an infested area will be made as follows: 15¢ per acre of area infested with pocket gophers.

(f) *Re-seeding.*—

(1) A payment of \$2.50 per acre will be made for re-seeding depleted range land before December 15, 1936, at

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¹ 1 F. R. 958.

a rate not less than 5 pounds per acre, with crested wheat grass.

(2) A payment of \$1.25 per acre will be made for reseeding depleted range land before December 15, 1936, at a rate not less than 7 pounds per acre, with slender wheat grass, western wheat grass, or brome grass (*bromus inermis*).

(g) *Fire Guards*.—A payment of 3 cents per 100 linear feet will be made for the establishment of fire guards, not less than four feet in width, by ploughing furrows or otherwise exposing the mineral soil.

(h) *Railing Sagebrush*.—A payment of 50 cents per acre will be made for destroying sagebrush by use of railroad rails or by other mechanical methods that result in the destruction of at least 75% of the sagebrush cover.

SECTION 2. General Conditions for Payment.—(a) No payment will be made for any range-building practice unless the county committee, prior to the institution of such practice has given its written approval based upon the examination of the ranching unit by the range examiner and has determined that such practice will tend to effectuate the purposes of the act.

(b) No total payment shall be made with respect to performances of range-building practices on any ranching unit which is in excess of the product of \$2.00 times the grazing capacity thereof.

(c) No payment shall be made except with respect to range-building practices performed in the calendar year 1936 pursuant to the provisions of part VII of Western Region Bulletin No. 1, Revised.

(d) No payment shall be made unless the range-building practices performed are carried out in accordance with the generally accepted standards of good ranching practices, and by using the kinds and quantities of seeds and other materials normally employed for such practices.

(e) No payment shall be made with respect to performances for which the labor, seeds, or materials are furnished by any State or Federal agency.

In testimony whereof, R. G. Tugwell, Acting Secretary of Agriculture, has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the city of Washington, District of Columbia, this 14th day of October 1936.

[SEAL]

R. G. TUGWELL,
Acting Secretary of Agriculture.

[F. R. Doc. 2895—Filed, October 14, 1936; 11:39 a. m.]

WR Bulletin 2—Oregon-1, Revised
Supplement (a)

Issued October 14, 1936

1936 AGRICULTURAL CONSERVATION PROGRAM—WESTERN REGION

BULLETIN NO. 2—OREGON-1, REVISED—SUPPLEMENT (A)

Range-Building Practices

Pursuant to the authority vested in the Secretary of Agriculture under section 8 of the Soil Conservation and Domestic Allotment Act, Western Region Bulletin No. 2, Oregon-1, Revised,¹ is supplemented as follows:

SECTION 1. Range-Building Practices and Rates of Payment.—In accordance with the provisions of section 2, part VII of Western Region Bulletin No. 1, Revised, payment will be made for the carrying out on range land in 1936 of range-building practices, as follows:

(a) *Contouring*.—A payment of 60 cents for each acre furrowed on the contour, furrows to be not less than 8 inches in width and 4 inches in depth, dammed at intervals of not more than 100 feet and constructed on slopes in excess of 2%, with intervals between furrows not more than 25 feet.

(b) *Water Developments*.—

(1) *Development of springs and seeps*.—A payment of \$50.00 will be made for digging out each spring or seep, protecting the source from trampling, and conveying the

water, in a trough, or in a pipe not less than one inch in diameter, to a tank.

(2) *Earthen pits or reservoirs for holding run-off and impounding precipitation*.—A payment of 15 cents per cubic yard of fill or excavation will be made for constructing earthen pits or reservoirs with spillways adequate to prevent dams from washing out.

(3) *Wells*.—A payment of \$1.00 per linear foot will be made for the drilling or digging of wells, casing to be not less than 4 inches in diameter, provided a windmill or power pump is installed, and the water is piped to a tank or storage reservoir.

(c) *Water Spreading to Prevent Soil Washing*.—A payment will be made of 10 cents per 100 linear feet of permanent ditching constructed and maintained for the diversion of surface water to prevent soil washing, not including any temporary field ditching or any ditching primarily for purposes of irrigation, sub-surface drainage or under-drainage, or primarily for any purpose other than the prevention of soil washing. (See Farmers' Bulletin No. 1606, *Farm Drainage*, published by the U. S. Department of Agriculture.)

(d) *Range Fences*.—A payment of 30 cents per rod will be made for the construction of three or more wire fences, with posts not more than 20 feet apart, with corner posts well braced, and with wires tightly stretched.

(e) *Rodent Control*.—A payment for the destruction of at least ninety percent of the range-destroying rodents on an infested area will be made as follows: 15¢ per acre of area infested with pocket gophers.

(f) *Reseeding*.—

(1) A payment of \$2.50 per acre will be made for reseeding depleted range land before December 15, 1936, at a rate not less than 5 pounds per acre, with crested wheat grass.

(2) A payment of \$1.25 per acre will be made for reseeding depleted range land before December 15, 1936, at a rate not less than 7 pounds per acre, with slender wheat grass, western wheat grass, or brome grass (*bromus inermis*).

(g) *Fire Guards*.—A payment of 3 cents per 100 linear feet will be made for the establishment of fire guards, not less than four feet in width, by ploughing furrows or otherwise exposing the mineral soil.

SECTION 2. General Conditions for Payment.—(a) No payment will be made for any range-building practice unless the county committee, prior to the institution of such practice, has given its written approval based upon the examination of the ranching unit by the range examiner and has determined that such practice will tend to effectuate the purposes of the act.

(b) No total payment shall be made with respect to performances of range-building practices on any ranching unit which is in excess of the product of \$2.00 times the grazing capacity thereof.

(c) No payment shall be made except with respect to range-building practices performed in the calendar year 1936 pursuant to the provisions of part VII of Western Region Bulletin No. 1, Revised.

(d) No payment shall be made unless the range-building practices performed are carried out in accordance with the generally accepted standards of good ranching practices, and by using the kinds and quantities of seeds and other materials normally employed for such practices.

(e) No payment shall be made with respect to performances for which the labor, seeds, or materials are furnished by any State or Federal agency.

In testimony whereof, R. G. Tugwell, Acting Secretary of Agriculture, has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the city of Washington, District of Columbia, this 14th day of October 1936.

[SEAL]

R. G. TUGWELL,
Acting Secretary of Agriculture.

[F. R. Doc. 2896—Filed, October 14, 1936; 11:40 a. m.]

¹ 1 P. R. 964.

Bureau of Agricultural Economics.

[Amendment No. 1 to Service and Regulatory Announcements
No. 121 Revised]AMENDMENT TO RULES AND REGULATIONS OF THE SECRETARY
OF AGRICULTURE FOR CARRYING OUT THE PROVISIONS OF THE
PERISHABLE AGRICULTURAL COMMODITIES ACT, AS AMENDED

By virtue of the authority vested in the Secretary of Agriculture by an "Act to suppress unfair and fraudulent practices in the marketing of perishable agricultural commodities in interstate and foreign commerce, approved June 10, 1930 (46 Stat. 531), as amended April 13, 1934 (48 Stat. 584), and June 19, 1936 (49 Stat. 1533)", I, R. G. Tugwell, Acting Secretary of Agriculture, do make, prescribe, and give public notice of the amendments as herein set forth to the general rules and regulations of the Secretary of Agriculture which were issued and effective under said Act on the 4th day of August 1934.

Effective on and after Oct. 14, 1936, amend Regulation 5, Section 2, by adding a new paragraph to read as follows:

PAR. 8. Any facts developed as a result of an investigation, either in person or by correspondence, under the authority of the Chief of the Bureau shall be considered by the Secretary as part of the evidence: *Provided*, That a copy of the investigator's report and of all evidence secured by correspondence shall have been submitted to both parties. Any rebuttal evidence submitted by either party shall be by verified statement of facts, if within the knowledge of the party submitting the statement, or by deposition, if within the knowledge of some one else, all of which shall also be considered by the Secretary.

In testimony whereof I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed in the City of Washington this 14th day of October 1936.

[SEAL]

R. G. TUGWELL,
Acting Secretary of Agriculture.

[F. R. Doc. 2894—Filed, October 14, 1936; 11:39 a. m.]

Bureau of Animal Industry.

Amendment 8 to B. A. I. Order 350

AMENDMENT OF REGULATIONS GOVERNING THE RECOGNITION OF
BREEDS AND PUREBRED ANIMALS

[Effective on and after October 14, 1936]

Regulation 2, Section 3, Paragraph 1, of the regulations governing the recognition of breeds and purebred animals, effective under date of July 1, 1935, and identified as B. A. I. Order 350, is hereby amended so as to include and recognize for the purposes enumerated thereunder the following breed and books of record, for which pedigree certificates are furnished showing three or more generations of recorded ancestry.

Cattle

Name of breed	Book of record	By whom published
Red Danish cattle.	Stambog over Køer af Rødt Dansk Malkerace. Stambog over Tyre af Rødt Dansk Malkerace. Register-Stambog over Kvæg af Rødt Dansk Malkerace.	Landbrugsrådet Fællesrepræsentation for det danske Landbrugs Hovedorganisation. M. Nielsen, Registrar, Copenhagen, Denmark.

Done at Washington this 13th day of October 1936.
Witness my hand and the seal of the Department of Agriculture.

[SEAL]

W. R. GREGG,
Acting Secretary of Agriculture.

[F. R. Doc. 2898—Filed, October 14, 1936; 11:42 a. m.]

Bureau of Biological Survey.

DISPOSAL OF BIG-GAME ANIMALS AND OTHER PRODUCTS ON
WILDLIFE REFUGES

Pursuant to Section 401 of the Act of June 15, 1935 (49 Stat. 383), authorizing the sale and disposition of surplus animals, and products, and the grant of privileges on wildlife refuges under the administration of the Bureau of Biological Survey, of the Department of Agriculture, hereinafter referred to as the Bureau, the following regulations, effective on approval, are hereby prescribed:

Regulation 1.—The Chief of the Bureau shall from time to time determine the number of surplus big-game animals in the respective refuge herds under his administration and, upon submitting lists of such animals to the Secretary of Agriculture, hereinafter referred to as the Secretary, shall announce them for sale at the minimum price or prices herein prescribed, under such conditions as he may impose for the safe-guarding of the Government's interests. In the sale of such animals preference shall be given to applications for the purchase of said animals alive for propagation or exhibition. Surplus animals for which purchase orders are not received may be donated or loaned to State, county, city, or municipal zoos, parks, or game preserves, or to private institutions for propagation or exhibition, the recipients to pay expenses incident to the capture, crating, removal, and transportation of such animals as the Chief of the Bureau shall direct.

Surplus animals not disposed of as hereinbefore provided may be transferred to an Indian Agency or other Federal service on application therefor by such agency or service, for propagation or food, said agency or service to pay all expenses incident to the capturing or butchering of said animals and their removal and transportation from the respective refuges.

Other products and privileges on wildlife refuges under the administration of the Bureau shall continue to be administered, granted, or disposed of under the General Regulations of the Secretary approved May 7, 1930, special regulations of October 31, 1930, for the administration of the Aleutian Islands Reservation in Alaska, those of September 27, 1934 (S. R. A.—B. S. 80, issued December 1934), for the administration of the Upper Mississippi River Wildlife and Fish Refuge in the States of Illinois, Iowa, Minnesota, and Wisconsin, those of September 28, 1932, for the administration of the Bear River Migratory Bird Refuge in Utah, and such other orders and regulations of the Secretary as he may issue from time to time with reference hereto or the administration of any particular refuge.

Regulation 2.—Surplus animals on wildlife refuges under the administration of the Bureau, authorized to be disposed of by sale as outlined in Regulation 1 hereof, may be offered for sale in accordance with the following schedule of minimum prices, which are based upon the character of service required in connection with the capturing, removal, and transportation of such animals from the respective refuges.

SCHEDULE

Live animals captured, crated in individual crate, and delivered to transportation company or to purchaser's truck:

	Each
Buffalo:	
Mature animals—not less than 2 years of age.....	\$70
Animals under 2 years of age.....	60
Elk:	
Mature animals—not less than 2 years of age.....	60
Animals under 2 years of age.....	55
Mule Deer or White-tailed Deer.....	50

Live animals corralled and delivered to purchaser's truck or crate at the capturing corral on the refuge:

Buffalo:	
Mature animals—not less than 2 years of age.....	60
Animals under 2 years of age.....	50
Elk:	
Mature animals—not less than 2 years of age.....	50
Animals under 2 years of age.....	45
Mule Deer or White-tailed Deer.....	40

Animals butchered, dressed, prepared for shipment, and delivered to transportation company or purchaser's truck; including carcasses and hide and head:

	Each
Buffalo:	
Mature animals—not less than 2 years of age.....	\$60
Animals under 2 years of age.....	50
Elk:	
Mature animals—not less than 2 years of age.....	50
Animals under 2 years of age.....	45
Mule Deer.....	40
Animals butchered on the open range, but removed therefrom and dressed by purchaser:	
Buffalo:	
Mature animals—not less than 2 years of age.....	55
Animals under 2 years of age.....	45
Elk:	
Mature animals—not less than 2 years of age.....	45
Animals under 2 years of age.....	40
Mule Deer.....	35

Sub-standard animals, carcasses of animals accidentally killed or injured, and hides, heads, horns, or other trophies of big-game animals may be disposed of at public or private sale in the discretion of the Chief of the Bureau, at the best price obtainable and under circumstances that will best promote the interests of the Government, and in accordance with Departmental regulations.

In testimony whereof I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed in the City of Washington this 14th day of October 1936.

[SEAL]

R. G. TUGWELL,
Acting Secretary of Agriculture.

[P. R. Doc. 2893—Filed, October 14, 1936; 11:38 a. m.]

Bureau of Entomology and Plant Quarantine.

BEPQ.—Q. 52

Revision of Quarantine and Regulations
Effective October 14, 1936.

PINK BOLLWORM QUARANTINE

[Quarantine No. 52]

REVISION OF QUARANTINE AND REGULATIONS

Introductory Note

The following revision modifies the area regulated under the pink bollworm quarantine and regulations by releasing from restriction all parts of the State of Florida formerly included in the regulated area. This action is taken on the basis of very careful inspections made throughout the area in 1935 and 1936, with negative results. It is therefore believed that eradication efforts have been successful in Florida and that quarantine regulations on account of the pink bollworm of cotton are no longer necessary in that State. No other changes are made in the regulated areas.

Summary

The regulated areas under this revision include 3 counties of southern Arizona, 9 counties of southern New Mexico, and 21 entire counties and parts of 4 additional counties of western Texas. Of this area, 5 counties and part of another in Texas are designated as heavily infested, and the other areas as lightly infested. (See regulation 3.)

No stalks, bolls, or other parts of either cultivated or wild cotton plants and no gin waste are allowed to be transported interstate from any regulated area and no permits will be issued for such movement, except that the local transportation of gin waste between regulated areas is authorized after freezing weather starts. (See regulation 5.)

Seed cotton must not be transported interstate from any regulated area, except between contiguous regulated areas for ginning. (See regulation 6.)

Cottonseed, cotton lint, linters, cottonseed hulls, cake, and meal, and bagging, wrappers, and containers which have been used for cotton or cotton products must not be transported interstate from any regulated area except under per-

mit. Cottonseed produced in the heavily infested area must not be moved interstate therefrom and no permits will be issued for such movement. (For the conditions governing the issuance of permits, see regulations 7 to 12, and 15.)

Railway cars, boats, and other vehicles, farm household goods, farm equipment, and other articles must not be moved interstate from regulated areas unless free from contamination with cotton and cotton products. (See regulation 13.)

Permits are required to accompany the waybills covering shipments of restricted articles, or in the case of highway vehicles, they must accompany the vehicles. (See regulation 15.)

To secure permits, address the local inspector or the Bureau of Entomology and Plant Quarantine, 521 Avenue A, San Antonio, Texas.

LEE A. STRONG,

Chief, Bureau of Entomology and Plant Quarantine.

NOTICE OF QUARANTINE No. 52 (REVISED)

[Approved, Oct. 13, 1936; effective, Oct. 14, 1936]

I, W. R. Gregg, Acting Secretary of Agriculture, have determined that it is necessary to quarantine the States of Arizona, New Mexico, and Texas, to prevent the spread of the pink bollworm (*Pectinophora gossypiella* Saunders), a dangerous insect new to and not heretofore widely prevalent or distributed within and throughout the United States.

Now, therefore, under the authority conferred by section 8 of the Plant Quarantine Act of August 20, 1912 (37 Stat. 315), as amended by the act of Congress approved March 4, 1917 (39 Stat. 1134, 1165), and having duly given the public hearing as required thereby, I do quarantine the said States of Arizona, New Mexico, and Texas, effective on and after October 14, 1936. Hereafter, under the authority of said act of August 20, 1912, amended as aforesaid, (1) cotton, wild cotton, including all parts of either cotton or wild cotton plants, seed cotton, cotton lint, linters, and all other forms of unmanufactured cotton fiber, gin waste, cottonseed, cottonseed hulls, cottonseed cake, and meal; (2) bagging and other containers and wrappers of cotton and cotton products; (3) railway cars, boats, and other vehicles which have been used in conveying cotton or cotton products or which are fouled with such products; (4) hay and other farm products; and (5) farm household goods, farm equipment, and, if contaminated with cotton, any other articles, shall not be shipped, offered for shipment to a common carrier, received for transportation or transported by a common carrier, or carried, transported, moved, or allowed to be moved from the States of Arizona, New Mexico, or Texas, into or through any other State or Territory or District of the United States in manner or method or under conditions other than those prescribed in the rules and regulations hereinafter made and amendments thereto: *Provided*, That the restrictions of this quarantine and of the rules and regulations supplemental thereto may be limited to the areas in a quarantined State now, or which may be hereafter, designated by the Secretary of Agriculture as regulated areas when, in the judgment of the Secretary of Agriculture, the enforcement of the aforesaid rules and regulations as to such regulated areas shall be adequate to prevent the spread of the pink bollworm: *Provided further*, That such limitation shall be conditioned upon the said State providing for and enforcing such control measures with respect to such regulated areas as in the judgment of the Secretary of Agriculture shall be deemed adequate to prevent the spread of the pink bollworm therefrom to other parts of the State.

Done at the city of Washington this 13th day of October 1936.

Witness my hand and the seal of the United States Department of Agriculture.

[SEAL]

W. R. GREGG,
Acting Secretary of Agriculture.

REVISED RULES AND REGULATIONS SUPPLEMENTAL TO NOTICE OF
QUARANTINE No. 52

[Approved Oct. 13, 1936; effective Oct. 14, 1936]

REGULATION 1—DEFINITIONS

For the purpose of these regulations the following words, names, and terms shall be construed, respectively, to mean:

(a) *Pink bollworm*.—The insect known as the pink bollworm of cotton (*Pectinophora gossypiella* Saunders), in any stage of development.

(b) *Cotton and cotton products*.—Cotton, wild cotton, including all parts of cotton or wild cotton plants (plants of any species of the genera *Gossypium* and *Thurberia*); seed cotton; cotton lint, and linters, including all forms of unmanufactured cotton fiber; gin waste, cottonseed; cottonseed hulls, cake, and meal.

(c) *Lint*.—All forms of unmanufactured fiber produced from seed cotton.

(d) *Linters*.—All forms of unmanufactured fiber produced from cottonseed.

(e) *Sterilized seed*.—Cottonseed which has been sterilized as a part of the continuous process of ginning at a temperature of not less than 145° F. in an approved plant, under the supervision of an inspector, for such a period and in such manner and method as is authorized by the Bureau of Entomology and Plant Quarantine.

(f) *Inspector*.—An inspector of the United States Department of Agriculture.

(g) *Moved or allowed to be moved interstate*.—Shipped, offered for shipment to a common carrier, received for transportation or transported by a common carrier, or carried, transported, moved, or allowed to be moved from one State or Territory or District of the United States into or through any other State or Territory or District.

REGULATION 2.—LIMITATION OF RESTRICTIONS TO REGULATED
AREAS

Conditioned upon the compliance on the part of the State concerned with the provisos to Notice of Quarantine No. 52 (revised), the restrictions provided for in these regulations on the interstate movement of the articles enumerated in said notice of quarantine will be limited to such articles moving from the areas in such State now or hereafter designated by the Secretary of Agriculture as regulated areas: *Provided*, That restricted articles may be moved interstate without permit from an area not under regulation through a regulated area when such movement is on a through bill of lading.

REGULATION 3—REGULATED AREAS; HEAVILY AND LIGHTLY
INFESTED AREAS

Regulated Areas

In accordance with the provisos to Notice of Quarantine No. 52 (revised), the Secretary of Agriculture designates as regulated areas, for the purpose of these regulations, the following counties in Arizona, New Mexico, and Texas, including all cities, districts, towns, townships, and other political subdivisions within their limits:

Arizona area.—Counties of Cochise, Graham, and Greenlee.
New Mexico area.—Counties of Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero, and Roosevelt.

Texas area.—Counties of Andrews, Brewster, Cameron, Cochran, Culberson, Ector, El Paso, Gaines, Hidalgo, Hockley, Hudspeth, Jeff Davis, Pecos, Presidio, Reeves, Starr, Terrell, Terry, Ward, Willacy, and Yoakum; that part of *Bailey County* lying south of the following-described boundary line: beginning on the east line of said county where the county line intersects the northern boundary line of league 207; thence west following the northern boundary line of leagues 207, 203, 191, 188, 175, and 171 to the northeast corner of league 171; thence south on the western line of league 171 to the northeast corner of the W. H. L. survey; thence west along the northern boundary of the W. H. L. survey and the northern boundary of sections 68, 67, 66, 65, 64, 63, 62, 61, and 60 of block A of the M. B. & B. survey to the western boundary of said county; that part of *Dawson County* lying north and

west of the following-described boundary line: beginning on the western boundary line of said county at the northwest corner of section 113 of block M; thence in a northeasterly direction on the northern boundary line of sections 113, 90, 83, 72, 65, 54, 47, and 36 of block M to the northeast corner of section 36; thence in a northwesterly direction along the western boundary line of section 21 to the northwest corner of section 21; thence northeasterly along the northern boundary line of section 21 to the northeast corner of section 21; thence northwesterly along the western boundary lines of sections 27 and 30 in said block M to the northwest corner of section 30; thence southwesterly along the northern boundary line of section 29 of block M to the southwest corner of section 17, block C-41; thence north along the western boundary line of sections 17 and 16 of block C-41 to the Dawson County line; that part of *Lamb County* lying south of the following-described boundary line: beginning on the east line of said county where the county line intersects the northern boundary line of section 9 of the R. M. Thomson survey; thence west following the northern boundary line of sections 9 and 10 of the R. M. Thomson survey and the northern boundary line of sections 6, 5, 4, 3, 2, and 1 of the T. A. Thompson survey and the northern boundary line of leagues 637, 636, and 635 to the southeast corner of league 239; thence north on the eastern boundary line of league 239 to the northeast corner of said league; thence west on the northern boundary line of leagues 239, 238, 233, 222, 218, and 207 to the western boundary line of said county; that part of *Midland County* lying south and west of the following-described boundary line, to wit: beginning at a point on the Midland-Martin County line, where the lines between sections 26 and 27, block 37, township 1 south, intersect said line; thence in a southerly direction along the east line of sections 27, 34, 39, and 46 in said block; continuing in a southerly direction on the west line of surveys nos. 2, 11, 14, 37, 58, 60, 1, and 2, of block 37, township 2 south, a distance of 8 miles to the northwest corner of survey no. 2, T. and P., block 37, township 3 south; continuing in the same direction along the west line of surveys nos. 2, 11, 14, 23, 26, 35, 38, and 47 of block 37, township 3 south, to the southwest corner of said survey no. 47; thence in an easterly direction on the south block line and section line of surveys nos. 47 and 48 of said block to the intersection of the Midland and Glasscock County line.

Heavily Infested Areas

Of the regulated areas, the following counties and parts of counties are hereby designated as heavily infested within the meaning of these regulations:

Counties of Brewster, Culberson, Jeff Davis, Presidio, and Terrell, in the State of Texas, and all of *Hudspeth County* in the same State except that part of the northwest corner of said county lying north and west of a ridge of desert land extending from the banks of the Rio Grande northeasterly through the desert immediately west of the town of McNary, such ridge being an extension of the northwest boundary line of section 11, block 65½.

Lightly Infested Areas

The following areas are designated as lightly infested:

The counties of Cochise, Graham, and Greenlee in Arizona; the counties of Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero, and Roosevelt in New Mexico; the entire counties of Andrews, Cameron, Cochran, Ector, El Paso, Gaines, Hidalgo, Hockley, Pecos, Reeves, Starr, Terry, Ward, Willacy, and Yoakum, the regulated parts of Bailey, Dawson, Lamb, and Midland Counties in Texas, and that part of the northwest corner of Hudspeth County, Texas, lying north and west of a ridge of desert land extending from the banks of the Rio Grande northeasterly through the desert immediately west of the town of McNary, such ridge being an extension of the northwest boundary line of section 11, block 65½.

¹ Part of the lightly infested area in Arizona is regulated on account of the *Thurberia weevil* under Quarantine No. 61, and shipments therefrom must comply with the requirements of that quarantine.

REGULATION 4—EXTENSION OR REDUCTION OF REGULATED AREAS

The regulated areas designated in regulation 3 may be extended or reduced as may be found advisable by the Secretary of Agriculture. Due notice of any extension or reduction and the areas affected thereby will be given in writing to the transportation companies doing business in or through the State in which such areas are located, and by publication in newspapers selected by the Secretary of Agriculture within the States in which the areas affected are located.

REGULATION 5.—STALKS, BOLLS, GIN WASTE, ETC.

Stalks, bolls, and other parts of cotton or wild cotton plants (plants of any species of the genera *Gossypium* or *Thurberia*), and gin waste shall not be moved or allowed to be moved interstate from a regulated area, except that gin waste may be moved interstate without permit from a gin in a lightly infested area² to farms in another regulated area within the contiguous ginning territory thereof, on condition that in the judgment of the inspector such movement would not, owing to the arrival of freezing weather, increase the risk of spread of the pink bollworm.

REGULATION 6—SEED COTTON

Seed cotton (including grabbets) shall not be moved or allowed to be moved interstate from regulated areas to non-regulated territory, but, for the purpose of ginning, seed cotton may be moved² interstate without permit from a lightly infested area to a contiguous regulated area.

REGULATION 7—COTTONSEED

Heavily Infested Areas

Cottonseed produced within a heavily infested area shall not be moved or allowed to be moved interstate from that area, and no permit will be issued for such movement.

Lightly Infested Areas

Cottonseed produced in a lightly infested area shall not be moved or allowed to be moved interstate therefrom unless a permit shall have been issued therefor by the United States Department of Agriculture.

Permits may be issued for the interstate movement of sterilized seed produced in a lightly infested area on condition that it either is to be moved to another regulated area² without passing through any territory not regulated under this quarantine or under the Federal quarantine on account of the *Thurberia* weevil; or is a sample to be moved to an approved laboratory in nonregulated territory for analysis; or is a sample to be moved for some other approved purpose.

Permits may also be issued for the interstate movement of sterilized seed produced in a lightly infested area to an authorized oil mill in nonregulated territory for crushing. As one of the conditions for such authorization, oil mills in non-regulated territory must agree to maintain such safeguards against the spread of infestation, and to comply with such restrictions on the subsequent movement of the linters and other products manufactured from the seed concerned as may be required by the Bureau of Entomology and Plant Quarantine.

Permits may be issued for the interstate movement of seed from lightly infested areas to any destination on condition that it has been given a special heat treatment at 145° F., maintained under approved conditions for a period of at least 1 hour and subsequently has been protected from contamination or has been given such other treatment as may later be approved by the Bureau of Entomology and Plant Quarantine.

In cases where, in the judgment of the Bureau of Entomology and Plant Quarantine, the carrying out of the treatments required in this regulation becomes impracticable owing to the lack of satisfactory facilities or for some other sound reason, permits may be issued for the interstate move-

ment of cottonseed from lightly infested areas on such conditions as may be prescribed by that Bureau.

Cottonseed produced outside the regulated areas

Cottonseed produced outside of but brought within a regulated area may be moved interstate from such area under permit on condition that while in the area the seed has been protected from contamination in a manner satisfactory to the inspector.

REGULATION 8—LINT AND SAMPLES

Lint and samples thereof shall not be moved or allowed to be moved interstate from a regulated area unless a permit shall have been issued therefor by the United States Department of Agriculture.

Permits may be issued for the interstate movement of lint or samples thereof, produced in a regulated area, on condition that the said lint was produced in a gin operated, as to seed sterilization and the prevention of contamination, to the satisfaction of the inspector, and on compliance with the following additional requirements which shall be carried out under the supervision of an inspector and in manner and by method approved by the Bureau of Entomology and Plant Quarantine:

Baled lint produced in a heavily infested area (regardless of destination) must be given both vacuum fumigation and either compression or roller treatment, unless and until the said Bureau shall approve some other treatment or treatments for the purpose; baled lint produced in a lightly infested area to be moved to nonregulated territory must be either fumigated under vacuum, or compressed, or roller treated, or given such other treatment as may later be approved by the said Bureau; baled lint and samples thereof produced in a lightly infested area may be moved interstate under permit to another regulated area² without fumigation or other treatment on condition that the material will not pass through any cotton-growing territory outside the areas regulated under this quarantine or the Federal quarantine on account of the *Thurberia* weevil; samples (except when moved as above from a lightly infested area to another regulated area), whether produced in a lightly infested or heavily infested area, must be either fumigated, inspected, or otherwise treated as may be required by the inspector.

Permits may be issued for the interstate movement of baled lint or samples thereof grown outside of but brought within a regulated area and to be moved therefrom, on the furnishing of evidence satisfactory to the inspector that the said materials have been protected from contamination.

In cases where, in the judgment of the Bureau of Entomology and Plant Quarantine, the carrying out of the treatments required in this regulation becomes impracticable owing to the lack of satisfactory facilities or for some other sound reason, permits may be issued for the interstate movement of lint from the regulated areas on such conditions as may be prescribed by that Bureau.

REGULATION 9—LINTERS AND SAMPLES

Linters and samples thereof shall not be moved or allowed to be moved interstate from a regulated area unless a permit shall have been issued therefor by the United States Department of Agriculture.

Permits may be issued for the interstate movement of linters or samples thereof, produced in a regulated area, on condition that said linters were produced from sterilized seed and protected from contamination to the satisfaction of the inspector, and on compliance with the following additional requirements which shall be carried out under the supervision of an inspector and in manner and by method approved by the Bureau of Entomology and Plant Quarantine:

Baled linters produced in a heavily infested area (regardless of destination) must be either fumigated under vacuum or roller treated, or given such other treatment as may later be approved by the said Bureau; baled linters produced in a

² Except from the area in Arizona regulated on account of the *Thurberia* weevil (Quarantine No. 61).

² Except from the area in Arizona regulated on account of the *Thurberia* weevil (Quarantine No. 61).

lightly infested area to be shipped to nonregulated territory must be either fumigated under vacuum, or compressed, or roller treated, or given such other treatment as may later be approved by the said Bureau; baled linters and samples thereof produced in a lightly infested area may be shipped interstate under permit to another regulated area^{*} without fumigation or other treatment on condition that the material will not pass through any cotton-growing territory outside the areas regulated under this quarantine or the Federal quarantine on account of the *Thurberia weevil*; samples (except when moved as above from a lightly infested area to another regulated area), whether produced in a lightly infested or heavily infested area, must be either fumigated, inspected, or otherwise treated as may be required by the inspector.

Permits may be issued for the interstate movement of baled linters or samples thereof grown outside of but brought within a regulated area and to be moved therefrom on the furnishing of evidence satisfactory to the inspector that such materials have been protected from contamination.

In cases where, in the judgment of the Bureau of Entomology and Plant Quarantine, the carrying out of the treatments required in this regulation becomes impracticable owing to the lack of satisfactory facilities or for some other sound reason, permits may be issued for the interstate movement of linters from the regulated areas on such conditions as may be prescribed by that Bureau.

REGULATION 10—MILL WASTE, UNBALED LINT AND LINTERS, AND OTHER FORMS OF UNMANUFACTURED LINT AND LINTERS

No form of cotton lint, linters, or fiber shall be moved or allowed to be moved interstate from a regulated area unless a permit shall have been issued therefor by the United States Department of Agriculture, except that no permit is required for the interstate transportation of materials which have been woven or spun from cotton lint or linters and are uncontaminated with other cotton or cotton products, nor for the interstate transportation of mattresses, pillows, cushions, or upholstery which have been commercially manufactured in compliance with the pink bollworm regulations of the State concerned and in which any unwoven lint or linters used are completely enclosed in the finished product.

Permits may be issued authorizing the interstate movement from a regulated area of mill waste and of all other forms of unmanufactured cotton fiber for which permits are required under these regulations and which are not specifically covered in regulations 8 and 9, on condition that the material has been fumigated and compressed or roller treated, or has been given such other treatment or handling as will, in the judgment of the Bureau of Entomology and Plant Quarantine, eliminate risk of spread of the pink bollworm.

REGULATION 11—COTTONSEED HULLS, CAKE, AND MEAL

No cottonseed hulls, cake, or meal shall be moved or allowed to be moved interstate from a regulated area unless a permit shall have been issued therefor by the United States Department of Agriculture.

Permits may be issued for the interstate movement from a heavily infested area to any destination of cottonseed hulls obtained from sterilized cottonseed and subsequently protected from contamination to the satisfaction of the inspector on condition that they are given such additional treatment as may be required by the inspector. Permits may be issued for the interstate movement from a lightly infested area^{*} of cottonseed hulls produced from sterilized cottonseed and subsequently protected from contamination to the satisfaction of the inspector on condition that they are either to be moved to another regulated area without passing through any territory not regulated under this quarantine or under the Federal quarantine on account of the *Thurberia weevil*, or are to be moved to nonregulated territory and have been

given such additional treatment as may be required by the inspector.

Permits may be issued for the interstate movement from a regulated area to any destination of cottonseed cake and meal produced either from sterilized cottonseed or from cottonseed obtained from nonregulated territory on condition that the cake and meal have been protected against subsequent contamination with cottonseed to the satisfaction of the inspector.

REGULATION 12—BAGGING AND OTHER WRAPPERS AND CONTAINERS

Bagging and other wrappers and containers which have been used in connection with or which are contaminated with cotton or cotton products shall not be moved or allowed to be moved interstate from a regulated area unless a permit shall have been issued therefor by the United States Department of Agriculture. Permits may be issued on condition that such bagging or other wrappers or containers have been cleaned or treated to the satisfaction of the inspector.

REGULATION 13—CARS, BOATS, VEHICLES, HOUSEHOLD GOODS, AND EQUIPMENT

Railway cars, boats, and other vehicles which have been used in conveying cotton or cotton products or which are fouled with such products, and farm household goods, farm equipment, and other articles, if contaminated with cotton or cotton products, shall not be moved or allowed to be moved interstate from a regulated area until they have been thoroughly cleaned or treated to the satisfaction of the inspector. No permit is required for the movements allowed under this regulation.

REGULATION 14—HAY AND OTHER FARM PRODUCTS; COTTONSEED OIL

Hay and other farm products the interstate movement of which has not been specifically restricted or provided for elsewhere in these regulations, and cottonseed oil, may be moved interstate without permit or other restriction until further notice.

REGULATION 15.—GENERAL PERMIT PROVISIONS; MARKING AND LABELING; STORAGE, CARTAGE, AND LABOR COSTS

To obtain permits under these regulations, application should be made either to the nearest local inspector, or to the Bureau of Entomology and Plant Quarantine, 521 Avenue A, San Antonio, Texas.

Permits may specify a destination point or a limited destination area for the shipment, and, in that event, the material concerned shall not be moved or allowed to be moved interstate, directly or indirectly, to destinations other than those specified in such permit.

Copies of the permits required under these regulations shall be attached to the articles or to the waybills or other shipping papers which accompany the shipment. In the case of movement by a road vehicle, copies of the permit shall accompany the vehicle. The products or articles so moved shall bear such marking and labeling as may be necessary, in the judgment of the inspector, to identify the material.

All charges for storage, cartage, and labor, incident to inspection, other than the services of inspectors, shall be paid by the shipper.

REGULATION 16—SHIPMENTS BY THE UNITED STATES DEPARTMENT OF AGRICULTURE

Products and articles subject to restriction in these regulations may be moved interstate by the United States Department of Agriculture for experimental or scientific purposes, on such conditions and under such safeguards as may be prescribed by the Bureau of Entomology and Plant Quarantine. The container of articles so moved shall bear, securely attached to the outside thereof, an identifying tag from the Bureau of Entomology and Plant Quarantine showing compliance with such conditions.

These rules and regulations shall be effective on and after October 14, 1936, and shall supersede on that date the re-

^{*} Except from the area in Arizona regulated on account of the *Thurberia weevil* (Quarantine No. 61).

vised rules and regulations issued under Notice of Quarantine No. 52 (revised), on December 4, 1935, as amended to date.

Done at the city of Washington this 13th day of October 1936.

Witness my hand and the seal of the United States Department of Agriculture.

[SEAL]

W. R. GREGG,
Acting Secretary of Agriculture.

[F. R. Doc. 2897—Filed, October 14, 1936; 11:41 a. m.]

FARM CREDIT ADMINISTRATION.

FCA 21.

PROCEDURE FOR HANDLING LOAN APPLICATIONS UNDER THE REVISED ASSOCIATION AND BANK FEE REGULATIONS

OCTOBER 12, 1936.

Pursuant to the authority of § 11 (Third) of the Federal Farm Loan Act (as amended [12 U. S. C. § 761 (Third)]), § 13 (Ninth) of said Act [12 U. S. C. § 781 (Ninth)] Executive Order No. 6084, dated March 27, 1933, and the Farm Credit Act of 1933, § 3 (a) of the Association and Bank Fee Regulations promulgated December 14, 1935 (Effective January 1, 1936),¹ is hereby amended to read as follows:

(1) *Appraisals to be made by associations.*—Except in connection with applications listed in paragraph (3) of this section, an appraisal shall be made by the association's loan committee or its investigator in connection with all applications for loans made through national farm loan associations before they are forwarded to the Federal land bank. When the local appraisal report is favorable, and the loan committee is unanimous in its approval thereof, the application may be handled in either of two ways:

(i) It may be acted upon by the association's board of directors before it is forwarded to the Federal land bank. If this procedure is followed, the application shall be forwarded to the Federal land bank immediately following the board's action, even though rejected by the association for a land bank loan.

(ii) It may be forwarded to the Federal land bank before it is acted upon by the association's board of directors. If this procedure is followed, the original copy of the application shall be promptly forwarded to the bank. A duplicate copy of the application, including the association appraisal report and the recommendations of the loan committee, shall be retained by the secretary-treasurer and presented to the association's board of directors at its next meeting. The secretary-treasurer shall certify to the bank, on a form to be prescribed by the bank, the board's action (i. e., whether the application is rejected or approved and, if approved, the amount of the loan approved) immediately following the meeting of the board.

Since each application is a joint application for a land bank and/or a Land Bank Commissioner loan, all applications shall be forwarded to the Federal land bank, even though the local appraisal report is not favorable and is not unanimously approved by the loan committee.

[SEAL]

A. S. Goss,
Land Bank Commissioner.

[F. R. Doc. 2858—Filed, October 12, 1936; 12:10 p. m.]

FEDERAL COMMUNICATIONS COMMISSION.

SHIP RADIOTELEGRAPH SAFETY INSTRUCTIONS

The Telegraph Division at its regular meeting held on September 29, 1936, having under consideration the radio provisions of the International Convention for the Safety of Life at Sea, London, 1929, which becomes effective as to the United States on November 7, 1936, and also having under consideration the various complementary provisions of the Communications Act of 1934, the "Ship Act" of June 24, 1910, as amended July 23, 1912, and the International Telecommuni-

¹(Section 3 (a) of the Association and Bank Fee Regulations promulgated December 14, 1935 (effective January 1, 1936) is the same as Chapter II, § 6 (a) (1) of the Federal Register Compilation filed with the Federal Register Division by the Farm Credit Administration on January 4, 1936. The section and subsection numbers in the amended regulation conform with the numbering in the Federal Register Compilation.)

cation Convention, Madrid, 1932, and the General Radio Regulations annexed thereto, designed to increase safety at sea through the use of radio and in accordance with the Communications Act of 1934, the Ship Act and Article 1 of such Safety Convention, today adopted effective October 1 the attached "Ship Radiotelegraph Safety Instructions" setting forth the requirements of law as of November 7, 1936, with reference to radiotelegraph installation on shipboard. These instructions supplement, but do not supersede, existing requirements.

[SEAL]

JOHN B. REYNOLDS,
Acting Secretary.

To United States Ship Owners, Ship Operating Agencies, Ship Masters, Licensees of Ship Radio Stations, and Others Concerned:

SUBJECT: SHIP RADIOTELEGRAPH SAFETY INSTRUCTIONS

1. *Effective Date.*—These instructions may be cited as the "Ship Radiotelegraph Safety Instructions", and shall be effective on November 7, 1936.

2. *Ships to Which Instructions Apply.*—These instructions apply to all ships of American Registry engaged on international voyages, other than voyages between the United States and Canada on any lakes or rivers, except cargo vessels of less than 1,600 tons gross tonnage.

3. *Definitions.*—Unless the context otherwise requires, the expressions used herein have the meaning hereby assigned to them:

(a) "Safety Convention" means the International Convention for the Safety of Life at Sea, London, 1929.

(b) "Passenger" means any person carried on board a ship, other than the officers and crew actually employed to man and operate the ship. Persons who are aboard the ship by reason of force majeure or in consequence of the obligation laid upon the Master to carry shipwrecked or other persons shall not be taken into account for the purposes of ascertaining the application to a ship of any provision of the Convention or these instructions.

(c) "Person" means any person carried on board ship, including officers and crew, and also includes corporations.

(d) "Passenger ship (vessel)" means any ship (vessel) which carries or is authorized to carry more than twelve passengers.

(e) "Cargo ship (vessel)" means any ship (vessel) of 1,600 tons gross tonnage or over not being a passenger ship.

(f) "Radio watch" or "watch" means a listening watch conducted by an operator in the radio room such as is specified in Article 19, Section 3 of the General Radio Regulations Annexed to the International Telecommunication Convention of Madrid, 1932, i. e., "mobile service stations open to the service of public correspondence, and using waves from these bands (315 to 365 kc and 365-515 kc) for their work must, during their hours of watch, remain on watch on the calling-wave of their service (500 kc). These stations, while observing the provisions of Article 19, Section 2, paragraphs (1) and (2) and Section 4D, are authorized to abandon this watch only when they are engaged in a communication on other waves." (See also Article 19, Section 2, General Radio Regulations, Annexed to the International Telecommunication Convention of Madrid, 1932—Silent Period). The operation of a broadcast receiver is not communication on other waves.

(g) "Radio operator" or "operator" means a person holding a radio operator's license of the proper class as prescribed and issued by the Commission. Attention is invited to the fact that an operator on a ship will also be required to hold a "certificate of service" to be issued by the Bureau of Marine Inspection and Navigation after December 25, 1936.

(h) An "international voyage" within the meaning of these instructions is a voyage from any country to a port outside any such country or, conversely, every colony, overseas territory, protectorate or territory under suzerainty or mandate being regarded as a separate country.

(i) "Commission" means the Federal Communications Commission.

4. *Compliance and certificates.*—(a) Every ship to which these instructions apply shall comply with the radio requirements hereinafter specified.

(b) The Safety Certificate (for passenger ships) and the Safety Radiotelegraphy Certificate (for cargo ships) showing compliance with the radio provisions of the Safety Convention will be issued by the Bureau of Marine Inspection and Navigation, Department of Commerce.

(c) The issuance of these certificates will be contingent upon compliance with the radio provisions of these instructions as determined by an inspection by the Commission of the radiotelegraph installation on the ship in question. The Commission will, following the inspection, certify the radio particulars to the Bureau of Marine Inspection and Navigation for insertion in the Certificate.

(d) An Exemption Certificate granting to a particular ship an exemption from the radio or other requirements of the Safety Convention will be issued by the Bureau of Marine Inspection and Navigation upon certification to the Bureau by the Commission after determination by the Commission as hereinafter specified.

(e) It is recognized that the issuance of each one of these three classes of certificates involves determinations falling within the separate jurisdiction of the Commission and the Bureau of Marine Inspection and Navigation, Department of Commerce. In view of this fact and in the interest of economy and in order to serve the convenience of the Government and the public, provision has been made for the issuance of all certificates through the Department of Commerce. However, the decision of the Commission in all matters affecting the use of radio on board ships subject to the provisions hereof will be final and binding.

(f) The Bureau of Marine Inspection and Navigation will issue the necessary instructions in regard to custody, period of issue and extension of all certificates.

(g) The certification given by the Commission as to compliance with the radio provisions of the Convention and the certification as to exemption from such provisions is subject to cancellation by the Commission for violation of applicable laws of the United States, treaties to which the United States is a party, and/or regulations promulgated thereunder.

5. *Routine Inspections.*—(a) In addition to the inspection preliminary to issuance of a Safety Certificate or a Safety Radiotelegraphy Certificate, routine radio inspections will be made from time to time by radio inspectors of the Commission and other authorized Government representatives to determine compliance with these provisions as well as the radio and communication laws which are applicable. In the case of violations, a radio inspector of the Commission is authorized to make a demand that immediate corrective measures be taken, and unless the irregularity is immediately corrected, will notify the Commission, who will determine the action to be taken. In addition, the irregularity will be reported to the local representative of the Bureau of Marine Inspection and Navigation for such action as he may take under his instructions. Under the above circumstances, the Inspector is required to notify only the Master on behalf of the vessel and radio station licensee. In the temporary absence of the Master, a separate notice will be addressed to the officer in charge of the vessel at the time of inspection, as well as a separate notice to the Master. They will be expected to take such steps as may be necessary to obtain compliance.

(b) The radiotelegraph installation shall be available for inspection and test by authorized Government representatives at all times while the vessel is in use.

6. *Foreign Ports.*—(a) Ships of the United States in ports of any of the foreign countries parties to the Safety Convention (See Appendix I) may expect to be required by local authorities to exhibit a Safety Certificate, a Safety Radiotelegraphy Certificate, or an Exemption Certificate relating to radio issued by the Government of the United States. Lacking a Certificate, or if the local authorities, upon inspection, find that the ship does not comply with the terms of the

Certificate or the Safety Convention, the ship will then be subject to the laws of the country concerned applicable to such a case.

(b) In the event any ship owner or ship operating agency has a vessel in foreign waters, for which a Safety Radiotelegraphy Certificate is desired and which cannot be made available to the Commission for inspection, a letter outlining the circumstances should be directed to the Commission. Appropriate instructions will be issued upon receipt of such letter. If circumstances will not permit of this procedure in a port of one of the countries parties to the Safety Convention, the Master of the ship may request a United States Consul in that country to request the appropriate local Government authorities to make the required inspection and issue a Safety Radiotelegraphy Certificate, or, in case of a passenger vessel, complete the radio particulars on the Safety Certificate. The request shall include a provision that the Certificate contain the following clause "Good only until this vessel reaches a port of the United States." Such certificates issued under the authority of the foreign government will be accorded the same force as certificates issued by the United States.

7. *Station License.*—The certificates discussed herein and the procedure for obtaining such certificates are in addition to, and entirely separate and apart from, the ship radio station licenses required under the Communications Act of 1934. Ships not heretofore required to be equipped with radio installations which are included in the present instructions must apply for ship radio station licenses in accordance with the existing procedure under the Communications Act.

8. *Laws and Treaties.*—Nothing herein contained is to be construed as relieving any ship subject to the "Act to require apparatus and operators for radio communication on certain ocean steamers", approved June 24, 1910, as amended by an Act approved July 23, 1912 (the "Ship Act"), the Communications Act of 1934, the International Telecommunication Convention, Madrid, 1932, the General Radio Regulations annexed thereto, or the Rules and Regulations of the Commission, from full compliance therewith. The Safety Convention and the present instructions are to be construed as supplementing the General Radio Regulations, referred to above, in all matters governed by both. The provisions of the "Ship Act" impose requirements in addition to those of the Safety Convention.

9. *Responsibility.*—The Commission desires to emphasize that the responsibility for initiating action preliminary to the issuance of a Safety Certificate (covering the radio requirements), a Safety Radiotelegraphy Certificate, or an Exemption Certificate, and for carrying out the instructions contained herein rests on the steamship owners, ship operating Agency, and/or Master. The responsibility imposed herein upon the owner, operating agency, and the Master extends likewise to the licensee of ship radio station.

10. *Applications for Inspection.*—(a) Application forms for inspection for the appropriate certificate may be obtained from any office of the Commission, or any office of the Bureau of Marine Inspection and Navigation, Department of Commerce, and upon completion should be returned to the office of the Inspector-in-Charge of the radio district embracing the port at which it is desired that the inspection be made. A list of the radio districts, giving the address of each Inspector-in-Charge and the ports embraced by each district, is attached as Appendix II.

(b) To avoid delays and obviate the necessity for reinspection, the owner is expected to have his radio representative make a preliminary inspection and make such repairs, replacements, additions, and adjustments of the radio installation as may be necessary to insure compliance with these requirements.

(c) On the date determined upon for inspection by the Commission, the owner is expected to have, in addition to his radio representative, at least one operator, preferably the chief operator, in attendance. In addition, there should be such members of the crew, or other persons as may be necessary to launch the radio-equipped lifeboat(s) and to lower and hoist the ship's antennae. Proper power must be available to operate the equipment.

11. *Exemptions.*—(a) An application may be made direct to the Federal Communications Commission at Washington, D. C., requesting that a particular ship be exempt from the provisions of these instructions. It should describe the ship, or ships, to which it applies, the nature and extent of the voyages for which exemption is claimed, the maximum distance from land the ship is expected to be navigated and should specify in detail the reasons for exemption. Certified copies of the log of a number of voyages made by the subject ship over the waters in question should be submitted if it is possible to do so.

(b) The Commission will give consideration to requests for exemption in the following cases only and upon the basis that the route and conditions of the voyage, or voyages, are such as to render a radiotelegraph installation (as specified herein) unreasonable or unnecessary:

A. *Passenger Ships.*—Individual passenger ships which, in the course of their voyage, do not go more than—

- (1) 20 miles from the nearest land; or
- (2) 200 miles in the open sea between two consecutive ports.

B. *Cargo Ships.*—Individual cargo ships which, in the course of their voyage, do not go more than 150 miles from the nearest land.

(c) The Commission will also give consideration to requests for exemption:

- (1) Regardless of the route and length of voyage, in the case of barges in tow and in the case of sailing ships, the keels of which were laid before July 1, 1931;
- (2) In other cases, as provided for in the Safety Convention.

(d) If the Commission shall determine that an exemption is warranted, the Commission will approve the issuance of an Exemption Certificate which will then be issued by the Bureau of Marine Inspection and Navigation. The determination of the Commission in this regard shall be final, subject only to the right of review by the courts.

12. *Radiotelegraph Equipment.*—(a) The radiotelegraph installation shall comprise a main and an emergency installation. If, however, the main installation complies with all the requirements of an emergency installation as set forth below, no emergency installation will then be necessary.

(b) The main and emergency installation shall be so arranged that change from transmission to reception and vice versa can be made as rapidly as possible.

13. *Location of Radio Station.*—(a) The emergency installation, including all wiring, parts and power supply associated with such emergency installation, and the ship's radiotelegraph station must be placed in a location to be approved by the Bureau of Marine Inspection and Navigation, Department of Commerce.

(b) The Inspectors of the Communications Commission will cooperate with the Bureau of Marine Inspection and Navigation in reaching a determination as to the proper location of the station, and advise as to radio engineering requirements and effects incident to location.

14. *Transmitters.*—(a) The transmitters shall be capable of transmitting on the distress frequency, 500 kilocycles, the direction finder frequency, 375 kilocycles, and also at least one working frequency in the band 350–485 kilocycles, and be capable of changing from any one of the frequencies to any one of the others as rapidly as possible. They must be capable of types A–2 or B' (spark) emission, and must have a note frequency of not less than 100 cycles per second.

(b) The main transmitter shall have a normal range of 100 nautical miles; that is to say, it must be capable of trans-

mitting clearly perceptible signals from ship to ship over a range of 100 nautical miles by day under normal conditions and circumstances, the receiver being assumed to be one employing a rectifier of the crystal type without amplification. The normal range of the emergency transmitter as defined above must be at least 80 nautical miles.

15. *Receivers.*—Two complete radio receivers shall be provided, one to be associated with the main transmitter and one to be located in close proximity to the emergency transmitter, provided that if the emergency transmitter is in close proximity to and operated from the same position as the main receiver, the emergency receiver may be omitted. Each receiver shall be capable of radiotelegraph reception, types A1, A2, and B, in the band 350 to 515 kilocycles and in addition the main receiver shall be capable of reception in the band 100–200 kilocycles (time signals, etc.). The receiver associated with the emergency transmitter shall be arranged so as to be capable of reception in the band 350–515 kilocycles by means of a rectifier of the crystal type or a receiver may be provided using a crystal rectifier. These requirements do not preclude the use of receivers also capable of reception in bands outside those specified herein.

16. *Power.*—(a) Sufficient power shall be available at the ship station at all times to operate the main radiotelegraph installation effectively at full power and at the same time to charge, at their normal rates, all storage batteries used in connection with the radiotelegraph installations. The emergency installation shall include sources of energy independent of the propelling power of the ship and of the main source of electrical power, which must be capable of being put into operation rapidly and of operating the installation continuously for at least six consecutive hours over a distance not less than that specified above.

(b) The shipowner will be expected to prove to the satisfaction of the inspector that the emergency power supply is of sufficient capacity to satisfy these requirements.

(c) In the case of oil or gas driven emergency power supply, proof of capacity may be established by using as a basis the fuel consumption during the period of one hour when carrying a load equivalent to 70% of the key locked demand of the radio transmitter plus the demand of all auxiliaries connected thereto.

(d) In the case of storage battery equipment, its capability may be determined by a six hour discharge test with a load determined as above for gas or oil driven equipment.

(e) At the conclusion of the tests outlined above, no part of the emergency source of power shall have an excessive temperature rise, as defined and measured in accord with standard engineering practice, nor shall the specific gravity or voltage of the storage battery be below the standard for 90% discharge for the battery involved.

(f) Where the emergency power supply is a battery no appliances other than the emergency radio installation and emergency radio light(s) shall be connected directly or indirectly thereto. The batteries shall be located in close proximity to the emergency transmitter and receiver.

(g) Storage batteries employed as an emergency power supply must be stowed so as to insure safety and proper maintenance. They must be adequately protected from water and spray. Each tray must be securely blocked-in and in the case of batteries of over 24 volts, adequate ventilation to the outer air shall be provided in such a manner as to obviate the possibility of the discharge of fumes in any enclosed space which might be liable to give rise to fire or explosion, or be detrimental to the health of the operator.

(h) All wiring within the battery compartment shall be insulated with fire and acid-resisting material and shall be routed and secured to protect it from damage. All leads from the battery to the emergency transmitter shall be properly protected with fuses, and must be run over the most practical route.

(i) The emergency source of power shall be maintained at its full efficiency at all times, including the time of inspection preliminary to the granting of a Safety Certificate or Safety Radiotelegraphy Certificate.

(j) Prior to the vessel's departure from each port and on each day the vessel is at sea, the condition of the emergency

*Attention is invited to Rule 293 of the Commission: 293. Except under the following condition no license will be issued for the operation of any radio station using, or proposing to use, transmitting apparatus employing damped-wave emission. If such apparatus was installed on board a ship prior to January 1, 1931, license will be issued for the operation of damped-wave transmitters on the following frequencies only: 375, 410, 425, 454, and 500 kilocycles.

power supply and emergency installation shall be determined by actual operation. If batteries are used as the emergency transmitter power supply, or for the purpose of starting a gasoline or oil driven generator, tests shall be made of the charging circuits for polarity and correct charging rate. Hydrometer readings of the electrolyte of a pilot cell and such other cells as are necessary to determine the state of charge of the emergency battery shall be taken daily as weather conditions permit. In the case of oil or gas driven equipment, a daily check shall be made, weather permitting, of the quantity of fuel in the supply tank. A statement that these requirements have been fulfilled, together with the hydrometer reading and amount of fuel, must be inserted in the ship's radio log each day.

(k) The power leads from the main electrical system to the radio installation shall be as large as standard engineering practice dictates for the load required, and shall be encased and routed in the manner best suited to protect them from injury due to damage to the ship. All conductors shall be kept clear of electrical grounds. In the event that, due to the ship's structure, a long, indirect routing is necessary, an alternate circuit shall be provided over another route.

(l) A competent member of the crew or engine room staff must be assigned to duty at all auxiliary gas or oil driven generators employed as an emergency power supply for the emergency radio installation.

(m) The cooling system of all auxiliary engine units driving the emergency power supply shall be adequately protected or treated to prevent freezing or overheating consistent with the season and route to be travelled by the vessel.

17. *Auto-Alarm.*—(a) By an auto-alarm receiver is meant a device which has been approved by the Commission and which complies with Article 22, Section 2 (4) of the General Radio Regulations Annexed to the International Telecommunication Convention of Madrid, 1932. To date, no type approval has been given to any such apparatus by the Commission. Announcement will be made if and when such approval is given. Specifications and procedure to be followed in obtaining type approval may be secured from the Commission upon request.

(b) On Ships in which a watch is kept by means of an automatic alarm receiver, a means of giving an audible warning in the radiotelegraph operating room, in the radio operator's cabin, and on the navigating bridge shall be provided, which shall operate continuously after the receipt of an alarm signal or a failure of the auto-alarm system, until stopped. Only one switch for stopping the warning shall be provided and this shall be located in the radiotelegraph operating room. In addition, a failure resulting from prolonged static shall operate a visual indicator on the bridge.

18. *Communication Between Radiotelegraph Station and Bridge.*—(a) Where the radiotelegraph station does not adjoin or open onto the navigating bridge, a means of communication either by speaking tube or telephone must be provided between such bridge and station. The speaking tube or telephone circuit shall be routed in the most practical, direct, and protected route and shall be independent of any other speaking tube or electrical circuits. The system provided must include a means for transmitting in both directions an audible attention signal with sufficient intensity to be heard by an operator wearing a headset and by an officer on the bridge under conditions normally encountered at sea. The system also must be capable of transmitting the voice from either end, clearly and perceptibly, and with sufficient audibility to be heard over ordinary noises aboard ship.

(b) Where the operating position of the emergency installation is not in the same compartment with the main radiotelegraph station, a similar means of communication shall also be provided between that position and the navigating bridge.

(c) All voice tubes or telephone equipment shall, in addition to the above, conform to the requirements of the Bureau of Marine Inspection and Navigation.

(d) Existing voice tubes and telephone systems will be recognized at time of initial inspection after November 7, 1936, provided that in addition to the above:

(1) The source of power for the telephone is independent of all other electrical apparatus, and

(2) The interconnecting telephone circuits are routed in the most direct and protected route and are independent of any other electrical circuits.

19. *Clock.*—The ship station shall be provided with a reliable clock with a seconds hand, preferably a sweep seconds hand, securely fastened in such a position that the seconds dial can be easily and readily read by the operator from his operating position. It shall have an hour dial not less than 5" in diameter and it shall be capable of operation for at least eight days on one winding.

20. *Emergency Lights.*—(a) There shall be provided in both the main radiotelegraph operating room and the main radiotelegraph transmitter room(s) an emergency light consisting of an electric bulb operating from the ship's emergency power supply or the power supply of the emergency installation, independent of the ship's main electrical system, and so arranged as to provide satisfactory illumination to the operating controls and meters.

(b) In case the emergency transmitter or receiver is not located in any of the rooms associated with the main installation, a similar emergency lighting arrangement shall also be provided in the room containing such emergency apparatus.

(c) A spare bulb shall be provided and accessible in each room.

(d) This radio emergency lighting system shall, in addition to the above, conform in all respects to the requirements of the Bureau of Marine Inspection and Navigation.

21. *Lifeboats.*—The radiotelegraph installation on motor lifeboats designated by the Bureau of Marine Inspection and Navigation as requiring a radio installation shall be in proper operating condition at all times while the ship is under way and shall comply with the following:

(a) *Frequency of operation of transmitters:* 500 kc.

(b) *Type of emission of transmitter:* A-2.

(c) *Frequency tolerance of transmitter:* 0.5 percent.

(d) *Power of transmitter:* Not less than 75 watts into the plate circuit of the stage supplying power to the antenna.

(e) *Antenna:* A single wire inverted L or T not less than 20 feet above the water line with a horizontal section of the maximum practicable length.

(f) *Receiver:* Vacuum tube. Frequency range at least 350 to 550 kilocycles and capable of reception on Types A-1, A-2, and B waves.

(g) *Power Supply.*—For transmitter, storage battery; for receiver, dry battery, storage battery, or dynamotor operated from transmitter power supply. The power supply shall at all times be capable of operating the entire radio installation for a continuous period of at least six hours. If the power supply is also used to operate electrical equipment other than radio, its capacity must be sufficient so as not to affect adversely its ability to fulfill the foregoing requirement.

(h) *Installation.*—The component parts and assembly of entire installation shall primarily insure the utmost dependable operation, the design shall be such that heavy vibration and physical shocks to which a lifeboat is subject will cause no damage, and they shall be so housed and treated as to withstand saline dampness for extended period without damage and to minimize the adverse effect of prolonged exposure to salt water or salt spray. Storage batteries shall be mounted in cabinets which will provide protection from salt water spray and also allow proper ventilation. Provision shall be made to protect the operator from the elements when the lifeboat is afloat. Provision shall also be made for the expeditious erection of the antenna system under adverse weather and sea conditions. The use of metal masts and stays, unless broken by insulators, or of any structure of ground potential at the mastheads is not permitted.

(i) *Inspection.*—

(1) The radio installation shall be inspected and tested by a qualified representative of the licensee of the ship radio station within 24 hours prior to departure to sea from any port and at least once each year with the lifeboat afloat in the water. The results of the inspection and tests shall be noted in the ship's radio station log and the Master informed. The test shall include an actual test of the transmitter connected to the regular antenna (erected) and receiver to determine that both are in effective operating condition: provided that, when testing with the lifeboat not afloat in the water, the transmitter may be tested on an artificial antenna, in lieu of the regular lifeboat antenna, having electrical characteristics equal to the regular antenna. Transmission tests shall be conducted under the same procedure as prescribed for testing of the ship's radio station transmitters to avoid interference. Transmission tests shall not be made during the silent period.

(2) When the vessel is under way, provision shall be made for the charging of storage batteries and the routine inspection of all batteries, without removing them from the lifeboat. Examination shall be made at least once every seven days by the operator on the vessel and a statement as to the condition and specific gravity, in the case of a lead-acid battery, or voltage, in the case of dry or Edison batteries, shall be entered in the ship's radio station log. Dry batteries shall be replaced when it is found that the voltage under load has fallen 20 per cent below the rated voltage of the battery.

(j) *Spare parts and tools.*—In addition to spare parts and tools kept elsewhere, there shall be kept in the life boat at least one vacuum tube of each type used, a supply of insulated wire of such length and nature as to be suitable as an emergency antenna, and such tools as may be necessary.

(k) *Instructions.*—Instructions shall be plainly marked on the apparatus in sufficient detail to permit uninstructed personnel to place equipment in operation and to transmit signals which are suitable for use in obtaining direction finder bearings.

22. *Direction Finder.*—(a) Each passenger ship of 5,000 gross tonnage and over, and each ship designated by the Bureau of Marine Inspection and Navigation as requiring such apparatus, shall be provided with a radio direction finding apparatus approved by the Commission. This apparatus shall be effective and capable of receiving clearly perceptible radio signals and of taking bearings from which the true bearings and direction may be determined. It must be capable of operation on any frequency between 285 and 515 kilocycles.

(b) An effective communication system such as is required between the radio room and the navigating bridge shall be provided between this apparatus and the bridge if the direction finder is located elsewhere than on the bridge or the pilot house adjoining the bridge.

(c) For the issuance of an initial certificate and pending issuance of specifications and type approval of direction finding apparatus, the Commission will approve temporarily any make of direction finder in operating condition within the frequency range noted above, and on board at time of inspection. Satisfactory evidence must be given to the Inspector that it complies with subparagraph (a) above. In the case of a new installation which has not been in use, approval of instrument on board may be given pending calibration or determination, at the first opportunity, of capability of determining true bearings.

(d) Standard specifications for direction finding apparatus and instructions as to the procedure for obtaining type approval will be issued at a later date.

23. *Spare Parts and Tools.*—(a) Sufficient tools to make any minor adjustments of the installation shall be provided, together with spare apparatus and spare parts sufficient to maintain the installations required by these instructions in

efficient working condition, which shall be securely stowed and readily accessible to the operator in case of emergency.

(b) The following items are considered indispensable in the appropriate installation. Experience with specific apparatus may indicate the necessity for additional apparatus.

(1) Antenna wire of sufficient length for the erection of a single wire emergency antenna. This should be equal to the length of the horizontal portion and lead-in of the main antenna.

(2) Antenna insulators of at least half the number of each type used.

(3) At least one vacuum tube for each type used. In case of apparatus using matched tubes in oscillator circuit the matched spare must be matched and marked.

(4) One set of gaskets and at least four studs for spark gaps.

(5) Electrodes, arc chamber gasket, and alcohol for arc transmitter.

(6) One spare bearing for each type of machine employing sleeve bearings with rings.

(7) One complete set of new brushes.

(8) One spare pair of headphones, with cords, and if used, a plug.

(9) Tools, including assorted screw drivers, assorted wrenches (including spark gap wrench), pliers with side cutter.

(10) Extra fuses of all kinds used.

(11) Hydrometer.

(12) At least one gallon distilled (or equal) water for storage batteries.

(13) A high resistance direct current voltmeter of at least one thousand ohms per volt and capable of measuring 2, 6, and 110 volts with an accuracy of three per cent.

(14) Instruction book and circuit diagram covering the transmitters and receivers on board the ship.

24. *Logs.*—(a) A radio station log shall be maintained in the radio room embodying the following:

(1) Name of the operator on watch. The entry "On watch" shall be made by the operator assuming a watch or opening a station for service, followed by his signature. The entry "Off watch" shall be made by the operator being relieved or closing a station, followed by his signature.

(2) Distress calls, the full text of distress messages and distress traffic, and any incidents or occurrences which may appear to be of importance to safety of life or property at sea.

(3) Cases of unlawful interference observed, breakdowns of apparatus, failure of power supply or inability to obtain sufficient power to charge batteries or operate apparatus, noises, or disturbances tending to delay traffic.

(4) Daily statement as to comparison of radio station clock with standard time (such as radio time signals) including the errors found and corrections made, if any.

(5) Time of arrival at and departure from ports, giving names of each.

(6) Approximate position of the ship each day, either in terms of latitude and longitude or the distance in nautical miles and direction from some point. The Master of the ship shall furnish the radio operator this information which shall correspond with the entries made in other ship's records.

(7) Statements as to:

(a) Results of tests of auto-alarm receiver, if fitted.

(b) Results of tests of emergency installation, including hydrometer readings of storage batteries and/or quantity of fuel in gas or oil driven generators.

(c) Results of inspection and test of lifeboat radio equipment prior to departure, and

(d) Results of weekly inspection of lifeboat radio equipment.

(8) All radio calls and replies to calls made shall be entered, giving the call sign of the station with which communication was held and the frequency used. This shall apply to all frequencies.

(b) The time of making an entry shall be shown opposite the entry and shall be expressed in four figures starting at midnight of the time at the Meridian of Greenwich. An entry must be made at least every fifteen minutes during the time a watch is being maintained and the station is open for service. In general, a positive entry must be made consisting of calls heard, traffic observed, or a specific statement as to the conduct of communication on waves other than 500 kilocycles. (Note: An entry such as "SPO" for silent period observed is not acceptable.)

(c) Where reference is made to stations in a radio station log, they may be referred to by their international call letters.

(d) No station log or portion thereof shall be erased, obliterated, or wilfully destroyed, and any necessary correction may be made only by the operator originating the entry, who shall strike out the erroneous portion and initial the correction made. Rough logs may be transcribed into smooth logs (condensed form), but in such case the original log or memoranda thereof shall be preserved, and made a part of the complete log.

(e) Logs shall be fully completed at the end of each trip or voyage, and before the operators responsible leave the ship. Completed logs shall be kept under proper custody either aboard the ship upon which the station is located, or at an established shore office of the licensee of the ship station, or his authorized agent. If logs are permanently filed ashore, they must be retained aboard ship for at least twenty-four hours after the vessel's arrival in a port of the United States (unless sailing in the meantime). Logs shall not be removed from the ship's radio station during a voyage or when in a foreign port.

(f) Logs shall be made available for inspection upon the request of an authorized Government representative.

(g) Routine logs shall be retained for a period of one year. Logs involving distress messages or distress traffic shall be retained until destruction is specifically authorized by the Commission.

(h) The foregoing is in addition to the requirements of the Rules and Regulations of the Commission requiring the maintenance of logs.

25. *Watches.*—(a) Each passenger ship shall, for safety purposes, carry at least one operator, and in addition:

(1) Passenger ships of 3,000 tons gross tonnage and over, not fitted with an auto-alarm shall, while under way, keep a continuous watch by means of an operator or operators and if an auto-alarm is fitted, at least eight hours' watch a day, in the aggregate, shall be maintained by an operator.*

(2) Passenger ships under 3,000 tons gross tonnage, not fitted with an auto-alarm. (No additional requirements, as the Commission is not advised of any ships of this category not subject to the Ship Act.)

(b) Each cargo ship of over 5,500 tons gross tonnage not fitted with an auto-alarm shall, while under way, keep a continuous watch by means of an operator or operators.*

(c) Each cargo ship fitted with an auto-alarm and each cargo ship of 5,500 tons gross tonnage, or less, not fitted with an auto-alarm, shall carry at least one operator and shall, while under way, keep at least eight hours watch per day, in the aggregate, by means of such operator.*

(d) Whenever less than a continuous watch is permitted above, the schedule of watches shall be maintained in accordance with the instructions of the Master.

* A steamer subject also to the Ship Act is required to carry at least two operators and maintain continuous watch by means of such operators. The use of the auto-alarm is not recognized.

(e) On a ship fitted with an auto-alarm, the auto-alarm shall, while the vessel is under way, always be in operation when the operator is not on watch.

(f) On a ship fitted with an auto-alarm, the radio operator, when going off watch, shall place the auto-alarm receiver in an operating condition, test its efficiency and report to the Master or officer on watch whether it is in working order. A statement that this requirement has been fulfilled must be inserted in both the ship's official deck log and radio log.

(g) In the event of the failure of the auto-alarm and satisfactory repairs cannot be made on board at sea, the Master shall endeavor to have it repaired at the first port of call where repair facilities are obtainable. The ship must not again proceed to sea until the auto-alarm is satisfactorily repaired or unless the appropriate number of operators are on board to carry on the hours of watch required of the vessel when not fitted with an auto-alarm.

(h) The operator, or operators, employed for such an emergency, may hold a certificate as an operator issued by another country.* However, in such a case, the operator or operators must be replaced as soon as possible by an operator holding a certificate of the proper class, as prescribed and issued by the Commission, pending restoration of the auto-alarm to service.

(i) Compliance by a ship with these instructions in regard to hours of watch does not relieve the ship from complying with any law or statute governing the number of hours an individual operator may be permitted or required to work aboard ship.

26. *Hearings.*—Opportunity for hearing in connection with cancellations provided for in paragraph 4 (g) and in connection with exemptions provided for in paragraph 11, will be provided upon written application to the Commission. The hearing shall be conducted by and in accordance with the Rules and Regulations of the Commission.

APPENDIX I

The following were parties to the International Convention for the Safety of Life at Sea, London, 1929, on September 4, 1936:

Argentina.	Italian Colonies of Libya, Eritrea and Somaliland and Italian Islands in the Aegean.
Australia.	Japan.
Belgium.	Taiwan and Leased Territory of Kwantung.
Brazil.	The Netherlands.
Bulgaria.	Netherland East Indies.
Canada.	New Zealand.
China.	Norway.
Chosen.	Panama (Effective 10-13-36).
Danzig.	Poland.
Denmark.	Portugal.
Estonia.	Spain.
Finland.	Sweden.
France.	Union of Soviet Socialist Republics.
Germany.	United Kingdom of Great Britain (England, Scotland, Wales, and Northern Ireland).
Hong Kong and the Straits Settlements.	United States (Effective 11-7-36).
Hungary.	
Iceland.	
India.	
Irish Free State.	
Italy.	

* Art. 10, par. 1 (2) of the General Radio Regulations Annexed to the International Telecommunication Convention of Madrid, 1932, reads as follows:

(2) In case of absolute unavailability of the operator in the course of a crossing, flight, or voyage, the Master or the person responsible for the mobile station may authorize, but only temporarily, an operator holding a certificate issued by another contracting government to carry on the radio service. When it becomes necessary to employ, as temporary operator, a person not holding an adequate certificate, this service must be limited to emergencies. In any case, the operator or the above-mentioned person must be replaced as soon as possible by an operator holding the certificate prescribed in par. 1 (1) above.

APPENDIX II

Federal Communications Commission
Radio Inspection Districts

Radio district	Address of the inspector in charge	Ports
1.....	Customhouse, Boston, Mass.	All New England.
2.....	Federal Building, New York, N. Y.	New York, Yonkers, Newark, and vicinity.
3.....	New United States Customhouse, Philadelphia, Pa.	Philadelphia, Camden, Chester, Marcus Hook, and Wilmington, Del.
4.....	Fort McHenry, Baltimore, Md.	Baltimore and Alexandria, Va.
5.....	New Post Office Building, Norfolk, Va.	Norfolk, Newport News, and Richmond, Va.
6.....	New Post Office Building, Atlanta, Ga.	Savannah, Mobile, and Charleston, S. C.
7.....	Room 12, Federal Building, Miami, Fla.	Jacksonville, Miami, Key West, Tampa, and Pensacola, Fla.
8.....	Customhouse, New Orleans, La.	New Orleans, Gulfport, Baton Rouge and vicinity.
9.....	Prudential Building, Galveston, Tex.	Galveston, Brownsville, Houston, Port Arthur, Beaumont and Corpus Christi, Texas.
11.....	Rives-Strong Building, Los Angeles, Calif.	San Pedro and San Diego.
12.....	Customhouse, San Francisco, Calif.	San Francisco and Oakland.
13.....	New United States Courthouse, Portland, Oreg.	Portland, Astoria and Coos Bay.
14.....	Federal Office Building, Seattle, Wash.	Seattle, Bremerton, Olympia, Tacoma, Bellingham, Port Angeles, and Grays Harbor.
21.....	Aloha Tower, Honolulu, Territory of Hawaii.	Hawaiian Islands.

[F. R. Doc. 2891—Filed, October 14, 1936; 9:35 a. m.]

POSTPONEMENT OF EFFECTIVE OPERATION OF RULE 981

The Broadcast Division, at its regular meeting on September 22, 1936, postponed the effective operation of Rule 981 for a period of six months and Rule 1034 (c) until further notice.

[SEAL]

JOHN B. REYNOLDS, *Acting Secretary*.

[F. R. Doc. 2890—Filed, October 14, 1936; 9:34 a. m.]

REDRAFT OF RULES 177, 177.1, AND 177.2

The Broadcast Division at its regular meeting on September 29, 1936, approved the following redraft of Rules 177, 177.1, and 177.2, retaining the effective date of September 15, 1936:

Rule 177.

The term "rebroadcast" means reception by radio of the program (1) of a radio station, and the simultaneous or subsequent retransmission of such program by a broadcast station (2).

Rule 177.1.

(a) The licensee of a regular or international broadcast station may, without further authority of the Commission, rebroadcast the program of a United States regular broadcast station, provided the Commission is notified of the call letters of each station rebroadcast and the licensee certifies that express authority has been received from the licensee of the station originating the program (3).

(b) No licensee of a regular or international broadcast station shall rebroadcast the program of any other class of United States radio station without written authority having first been obtained from the Commission (4).

(c) No licensee of any other class of broadcast station (television, facsimile, high frequency or experimental) shall rebroadcast the program of any other radio station without written authority first having been obtained from the Commission.

(d) Authority will not be granted to rebroadcast in the United States the program of an international broadcast station located within the limits of the North American continent, except upon a satisfactory showing that no wire or other facilities exist for transmitting the program to the area served by the station proposing the rebroadcast.

(e) A licensee of an international broadcast station may authorize the rebroadcast of its program by any station outside the limits of the North American continent without permission from the Commission, provided that the station rebroadcasting the programs cannot be received consistently in the United States.

(f) An application for authority to rebroadcast the program of any radio station shall be accompanied by written consent or certification of consent of the licensee of the station originating the program.

(g) In case of a program rebroadcast by several broadcast stations such as a chain rebroadcast, the person legally responsible for distributing the program or the network facility, may obtain the necessary authorization for the entire rebroadcast both from the Commission and from the person or station originating the program.

Rule 177.2.

No person shall be permitted to locate, use, or maintain a radio broadcast studio or other place or apparatus from which or whereby sound waves are converted into electrical energy, or mechanical or physical reproduction of sound waves produced, and caused to be transmitted or delivered to a radio station in a foreign country for the purpose of being broadcast from any radio station there having a power output of sufficient intensity and/or being so located geographically that its emissions may be received consistently in the United States, without first obtaining a permit from the Commission upon proper application therefor.

(1) As used herein "program" means any complete program or part thereof, or any signals if other than A3 emission.

(2) In case a program is transmitted from its point of origin to a broadcast station entirely by telephone facilities in which a section of such transmission is by radio, the broadcasting of this program is not considered a rebroadcast.

(3) The notice and certification of consent must be given within three (3) days of any single rebroadcast, but in case of the regular practice of rebroadcasting certain programs of a regular broadcast station several times during a license period, notice and certification of consent must be given for the ensuing license period with the application for renewal of license, or at the beginning of such rebroadcast practice if begun during a license period.

(4) The broadcasting of a program relayed by a relay broadcast station (Rule 1000) is not considered a rebroadcast.

[SEAL]

JOHN B. REYNOLDS, *Acting Secretary*.

[F. R. Doc. 2889—Filed, October 14, 1936; 9:33 a. m.]

FEDERAL TRADE COMMISSION.

United States of America—Before Federal Trade Commission

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 12th day of October A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2854]

IN THE MATTER OF ALLURA, INC., A CORPORATION

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., section 41).

It is ordered, that Charles P. Vicini, an examiner of this Commission, be, and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, that the taking of testimony in this proceeding begin on Monday, October 19, 1936, at two o'clock in the afternoon of that day, Pacific Standard Time, in Court Room No. 2, Federal Building, Sacramento, California.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission:

[SEAL]

OTIS B. JOHNSON, *Secretary*.

[F. R. Doc. 2892—Filed, October 14, 1936; 10:20 a. m.]

INTERSTATE COMMERCE COMMISSION.

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50915]

APPLICATION OF RICHARD CORIELL & COMPANY, INC., FOR
AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Richard Coriell & Company, Inc., of Long Hill Road, Millington, N. J., for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Household Goods, in Interstate Commerce, in the States of Connecticut, Maryland, New Jersey, New York, Ohio, and Pennsylvania, Over Irregular Routes

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 13th day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given:

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2906—Filed, October 14, 1936; 12:21 p. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 40428]

APPLICATION OF JOHN J. CROSS FOR AUTHORITY TO OPERATE AS
A CONTRACT CARRIER

In the Matter of the Application of John J. Cross, Individual, Doing Business as Cross Trucking Co., of 49 Water Street, New York, N. Y., for a Permit (Form BMC 10), to Extend Its Present Operation Filed on Form BMC A-1, Authorizing Operation as a Contract Carrier by Motor Vehicle in the Transportation of Glass Bottles Only, in Interstate Com-

merce, in the States of Connecticut, Delaware, Maryland, New Jersey, New York, and Pennsylvania, Over the Following Routes

Route No. 1.—Between Bridgeton, N. J., and Bridgeport, Conn., via Millville and Jersey City, N. J., and New York City, Yonkers, and Tuckahoe, N. Y.

Route No. 2.—Between Bridgeton, N. J., and Wilmington, Del.

Route No. 3.—Between Bridgeton, N. J., and Baltimore, Md.

Route No. 4.—Between Bridgeton, N. J., and Philadelphia, Pa.

Also operations from and between points in the States of Connecticut, Delaware, Maryland, New Jersey, New York, and Pennsylvania, over irregular routes.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 17th day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given:

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2900—Filed, October 14, 1936; 12:18 p. m.]

ORDER

At a session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50440]

APPLICATION OF GEORGE FLEISCHMAN, CHARLES GOLDMAN, AND
DAVID KATZ FOR AUTHORITY TO OPERATE AS A CONTRACT
CARRIER

In the Matter of the Application of George Fleischman, Charles Goldman, and David Katz, Copartners, Doing Business as Merit Dress Delivery, of 317 West 38th Street, New York, N. Y., for a Permit (Form BMC 10, New Operation), Authorizing Operation as a Contract Carrier by Motor Vehicle in the Transportation of Ladies' Coats on Hangers and Racks, in Interstate Commerce, Between New York, N. Y., and Boston, Mass., via New London, Conn., Providence, R. I., and Fall River, Mass., Over a Regular Route

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 13th day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2901—Filed, October 14, 1936; 12:19 p. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50377]

APPLICATION OF DOMINICK LAGROSA FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Dominick Lagrosa, an Individual, Doing Business as Steve Lagrosa, of Fairlawn Avenue, Fairlawn, N. J., for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Household Furniture and Store Fixtures (Except Safes), in Interstate Commerce, From and Between Points Located in the States of New Jersey, New York, Pennsylvania, and Connecticut, Including but not limited to Paterson, Fairlawn, Ridgewood, and Hackensack, N. J., Over Irregular Routes

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon, for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon, on the 16th day of November A. D. 1936 at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2899—Filed, October 14, 1936; 12:18 p. m.]

No. 153—3

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50669]

APPLICATION OF LISANDRO MICHELI FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Lisandro Micheli, an Individual, Doing Business as Sanitary Storage & Moving Company, of 535 East 180th Street, New York, N. Y., for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of New and Used Household and Office Furniture, Goods and Equipments, Personal Effects, and General Merchandise, in Interstate Commerce, from and between Points Located in the States of New York, New Jersey, Connecticut, Massachusetts, Vermont, Rhode Island, and Pennsylvania, Over Irregular Routes

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 13th day of November, A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2905—Filed, October 14, 1936; 12:21 p. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50594]

APPLICATION OF HARRY PODOLSKY FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Harry Podolsky, of 80 Poinier Street, Newark, N. J., for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, in the States of Connecticut, New Jersey, New York, and Pennsylvania, Over the Following Routes

- Route No. 1.—Between Newark, N. J., and New York, N. Y.
- Route No. 2.—Between Newark, N. J., and New Haven, Conn.
- Route No. 3.—Between Newark, N. J., and Albany, N. Y.
- Route No. 4.—Between Newark, N. J., and Philadelphia, Pa.
- Route No. 5.—Between Newark, N. J., and Scranton, Pa.

Also operations from and between points in the State of New Jersey, New York City and its boroughs, Philadelphia, Pa., and New Haven, Conn., over irregular routes.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor:

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 12th day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given:

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2903—Filed, October 14, 1936; 12:20 p. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50593]

APPLICATION OF HARRY PODOLSKY FOR AUTHORITY TO OPERATE AS A CONTRACT CARRIER

In the Matter of the Application of Harry Podolsky of 80 Poinier Street, Newark, N. J., for a Permit (Form BMC 10, New Operation), Authorizing Operation as a Contract Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, in the States of Connecticut, New Jersey, New York, and Pennsylvania, Over the Following Routes

- Route No. 1.—Between Newark, N. J., and New York, N. Y.
- Route No. 2.—Between Newark, N. J., and New Haven, Conn.
- Route No. 3.—Between Newark, N. J., and Albany, N. Y.
- Route No. 4.—Between Newark, N. J., and Philadelphia, Pa.
- Route No. 5.—Between Newark, N. J., and Scranton, Pa.

Also operations from and between points in the State of New Jersey, New York City and its boroughs, and Albany, N. Y., Philadelphia, Pa., Bridgeport and New Haven, Conn., over irregular routes.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon on the 12th day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2902—Filed, October 14, 1936; 12:19 p. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 2nd day of October A. D. 1936.

[Docket No. MC 50619]

APPLICATION OF A. L. REED COMPANY, INC., FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of A. L. Reed Company, Inc., of 120-08 Jamaica Avenue, Richmond Hill, New York, N. Y., for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Household Goods, in Interstate Commerce, from and between Points Located in the States of New Jersey, New York, Pennsylvania, Rhode Island, Connecticut, Delaware, Maryland, Massachusetts, and the District of Columbia, Over Irregular Routes

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner D. C. Dillon, for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor;

It is further ordered, That this matter be assigned for hearing before Examiner D. C. Dillon, on the 13th day of November, A. D. 1936, at 10 o'clock a. m. (standard time), at the Hotel Pennsylvania, New York, N. Y.;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 2904—Filed, October 14, 1936; 12:20 p. m.]

[Fourth Section Application No. 16547]

LIMESTONE-CEMENT BRICK IN THE SOUTH

OCTOBER 14, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-

haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: J. E. Tilford, Agent.
Commodities involved: Brick, limestone-cement, in carloads.
Between: Points in southern territory.
Grounds for relief: Carrier competition; to maintain grouping; analogous commodity.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2907—Filed, October 14, 1936; 12:21 p. m.]

[Fourth Section Application No. 16548]

SCRAP IRON AND STEEL TO JACKSONVILLE, TAMPA, AND PORT TAMPA, FLA.

OCTOBER 14, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: J. E. Tilford, Agent.
Commodities involved: Scrap iron and steel, in carloads.
From: Points in Florida.
To: Jacksonville, Tampa, and Port Tampa, Fla.
Grounds for relief: Truck competition.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2908—Filed, October 14, 1936; 12:22 p. m.]

[Fourth Section Application No. 16549]

COAL TO SIOUX CITY, IOWA

OCTOBER 14, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: Chicago, Burlington & Quincy Railroad Company.
Commodity involved: Soft coal, in carloads.
From: Albia, Avery, Halpin, Brazil, Garfield and Centerville, Ia.
To: Sioux City, Ia.
Grounds for relief: To meet intrastate rates.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2909—Filed, October 12, 1936; 12:22 p. m.]

[Fourth Section Application No. 16550]

WOOL TO NORTH CAROLINA

OCTOBER 14, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-

haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: W. S. Curlett and Frank Van Ummersen, Agents, pursuant to Fourth Section Order No. 9800.
Commodities involved: Wool or mohair, wool or mohair nolls (combs), wool waste and/or wool shoddy, in carloads.
From: Points in Trunk Line and New England territories.
To: Charlotte and Homestead, N. C.
Grounds for relief: Carrier competition.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2910—Filed, October 14, 1936; 12:22 p. m.]

[Fourth Section Application No. 16551]

INSECTICIDES IN THE SOUTH

OCTOBER 14, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: J. E. Tilford, Agent, pursuant to Fourth Section Order No. 9800.
Commodities involved: Insecticides, other than agricultural, less-carloads.
Between: Various points in the South.
Grounds for relief: Carrier competition.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 2911—Filed, October 14, 1936; 12:22 p. m.]

SECURITIES AND EXCHANGE COMMISSION.

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 13th day of October A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE TWIN-STATE-COOK FARM, FILED ON AUGUST 7, 1936, BY GEORGE H. MYERS, RESPONDENT

ORDER TERMINATING PROCEEDING AFTER AMENDMENT

The Securities and Exchange Commission, finding that the offering sheet filed with the Commission, which is the subject of this proceeding, has been amended, so far as necessary, in accordance with the Suspension Order previously entered in this proceeding;

It is ordered, pursuant to Rule 341 (d) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the amendment received at the office of the Commission on October 2, 1936, be effective as of October 2, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing and Order Designating a Trial Examiner, heretofore entered in this proceeding, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, *Secretary*.

[F. R. Doc. 2912—Filed, October 14, 1936; 12:39 p. m.]

*1 F. R. 1238.

VETERANS' ADMINISTRATION.

REVISION OF REGULATIONS

TOTAL DISABILITY RATINGS UNDER PUBLIC NO. 2, 73D CONGRESS,
AND THE 1933 SCHEDULE

R-1166 (E). With actual progressive deterioration of the vision, so that the disabled person becomes blind in both eyes, or so nearly blind as to qualify under R. & P. R.-1166 (C), a permanent and total rating will not be withheld, notwithstanding that the underlying diagnosis is a congenital defect, provided the other requirements for the benefit are met. It is to be borne in mind that the essential requirement in this regard is actual reduction of the vision, so that the person, formerly able to see well, or fairly well, has become, as a result of physical changes, occupationally blind. (October 14, 1936.) Veterans Regulation No. 1 (a), Part III.

[SEAL]

FRANK T. HINES,
Administrator of Veterans' Affairs.

[F. R. Doc. 2916—Filed, October 14, 1936; 12:30 p. m.]

REVISION OF REGULATIONS

EFFECTIVE DATES OF AWARDS PURSUANT TO PART III, VETERANS'
REGULATION NO. 1 (C), AND SECTION 403, PUBLIC 844, 74TH
CONGRESS

R. 1213 (C). For the purposes of section 403, Public 844, 74th Congress, awards predicated upon new claims, will be effective as of the date of receipt of claim or the date upon which permanent total disability arose, whichever is the later, but in no event prior to June 29, 1936. Awards in claims filed prior to June 29, 1936, for benefits under the provisions of Paragraph II (a), Part III, Veterans Regulation 1(a), which were not disallowed or abandoned prior to June 29, 1936, under Public No. 2, 73d Congress, and in which title is otherwise established under the provisions of Public No. 844, 74th Congress, will be effective from June 29, 1936. Any claim filed for benefits under the provision of Paragraph II (a), Part III, Veterans' Regulation 1 (a), which was disallowed prior to June 29, 1936, because of "Annual Income" from the benefits enumerated in section 403 supra, may upon written notice from the claimant or his representative to the Veterans' Administration, be revived at any time prior to June 30, 1937, and when title is otherwise established payments under the provisions of section 403, Public No. 844,

74th Congress (Act of June 29, 1936), shall commence from the date of its enactment. (October 14, 1936.)

[SEAL]

FRANK T. HINES,
Administrator of Veterans' Affairs.

[F. R. Doc. 2917—Filed, October 14, 1936; 12:30 p. m.]

REVISION OF REGULATIONS

EFFECTIVE DATES OF AWARDS OF INCREASED DISABILITY
COMPENSATION OR PENSION

R-1214 (B) (2). The effective date of an award based upon a total disability rating rendered solely by the application of R. & P. R.-1166 (E), will be the date of receipt of the claim (original, reopening or increased) by the Veterans Administration, or the date the evidence establishes the existence of total disability, whichever is the later, but in no event prior to August 26, 1936: *Provided, however,* That where the claim was in a pending or appellate status as of August 26, 1936, the effective date of the award will be the date of administrative determination by the original or appellate rating agency (October 14, 1936). Veterans' Regulation No. 1 (a), Part III.

[SEAL]

FRANK T. HINES,
Administrator of Veterans' Affairs.

[F. R. Doc. 2918—Filed, October 14, 1936; 12:30 p. m.]

REVISION OF REGULATIONS

COMPUTATION OF ANNUAL INCOME FOR PURPOSES OF PARAGRAPH X,
VETERANS REGULATION NO. 10, AS AMENDED, AND VETERANS
REGULATION NO. 1 (A)

R-1228 (B). Payments of war risk term insurance, U. S. Government life (converted) insurance and payments under the World War Adjusted Compensation act, as amended, and the Adjusted Compensation Payment act, 1936 (Public No. 425, 74th Congress), will not be considered in determining the amount of "Annual Income" for the purposes of Paragraph II (a), Part III, Veterans Regulation No. 1 (a). For these purposes, however, payments of insurance from other sources, and civil service retirement annuity will be considered as "Annual Income." (Public No. 844, 74th Congress.) (October 14, 1936.)

[SEAL]

FRANK T. HINES,
Administrator of Veterans' Affairs.

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